

The Young Hong Kong Press.

No. 2937

日七十二年九月二日

年卯了治同

HONGKONG, FRIDAY, 22ND MARCH, 1867

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號十二月三英 港香

PRICE \$24 PER MONTH

Arrival.

Mch. 21, Gravina, Spanish brig, 246, A
Lepanto, Manila, March 11th, Sugar
Refineries & Co.

Departures.

Mch. 21, China, for Bangkok.
Mch. 21, Cambodia, for Saigon.
Mch. 21, CASA & LANA, for Ningpo.
Mch. 21, ACACIA, for Saigon.
Mch. 21, HONGKONG, for Bangkok.
Mch. 21, H.M.R. steam-transport GOLDEN
FLAME for Cape of Good Hope.

Clearances.

AT THE HARBOURMASTER'S OFFICE
March 21st, 1867.

Villa de Ronda, for Manila.
Maria, for Batavia.

Passengers.

For Gravina, from Manila.
Miss Martha Stewart, Messrs. M. Uncoller,
J. Llona and Co. Chinese.

Reports.

None.

Auction Sales To-day.

BOWRA & CO.
Household Furniture, &c.

LANE, CRAWFORD & CO.
Sundry Articles.

WANTED.

BY A EUROPEAN MAN SERVANT, a
SITUATION, as Attendant to an English
or American or European or American. Address
Mr. J. H. T. ROBERTSON, Esq., 10, Queen's
St., HONGKONG, 15th March, 1867.

A ASSISTANT WANTED. Apply by letter
to C. office of this paper, No. 512, HONGKONG, 22nd March, 1867.

WANTED TO RENT. A COMFORTABLE HOUSE, situated above
Cane Road, with GAS and WATER laid
on, Parlor, Dining-room, Four Bed-
rooms, Bath-rooms, and Out-buildings for ex-
cavation.

POSITION required on about 15th proximo,
Address F. at the Office of this Paper,
1531 HONGKONG, 22nd November, 1866.

NOTICE.

The Public is hereby informed that the
Bank has succeeded with the application
and the requirements of the time, they have succeeded in obtaining an
EXTRAORDINARY LONDON CUTTER, whom they
believe will give general satisfaction in
style and form.

They also invite attention to their entire new
Stock of English WOOLLEN GOODS suited
to the wants of the public.

European Tailors and Machine Hands kept
on hand.

1867.

NOTICE.

TENDERS for the purchase of 100 SHARES
new issue of the Standard Navigation
Co.'s Stock, will be received by Mr. MORRISON
& CO., Agents of the Company, up to April
30th next, on which date the allotment will be
made.

The Tender to state the number of Shares
wanted and the price per Share.

No Tenders below the par value (Rs. 1,000)
will be entertained.

(GEORGE TYSON,
President S. S. N. Co.)

716 Shanghai, 13th March, 1867. [M20]

C. ADOLPH LOW & CO.
SHIPBUILDING & COMMISSION MERCHANTS,
CHAMPS SAN FRANCISCO,
CALIFORNIA, REFER TO

MESSES. RUMPH & CO., HONGKONG.

S. M. ARCHER & CO., HONGKONG.

B. DAVIDSON & CO., San Fran-
cisco, Calif., 1865.

6440 Broadway, 18th February, 1867.

C. REED & CO., HONGKONG.

1, NEW STREETS, HONGKONG.

CONFECTIONERS AND PASTRY COOKS,
ready BAKERY, LEMON, CUR-
RANT, CHOCOLATE, &c., various
kinds of JELLES and PIES, &c. Also ICE CREAM, TEA, COFFEE, CHO-
COLATE, WINE, CHAMPAGNE, BIRTHDAY
or any other kind of Cakes supplied on the short
notice.

WEDDING BREAKFASTS, DINNERS,
SUPPERS, PICNICS, &c. furnished either
in part or whole.

6290 HONGKONG, 22nd September, 1866.

J. LEWIS GLASS & CO., BROWNS
Biscuit Field, S. S. N. Co., Quality
Yard, Morrisons 23, 26, 31, 36, 46, and
28, 38. Paid in proportion to price.

ALFRED GLASS, 21, 24, 27, 30, 33,
EXTREMELY LIGHT, 20, 23, 26, 29, 32,
26, 39, 42, 45, 48, 51, 54, 57, 60, 63, 66,
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Docks.

HONGKONG AND WHAMPOA DOCK COMPANY, LTD.,
CAPITAL—\$750,000.
IN 1,600 SHARES OF \$450 EACH.

THE COMPANY'S DOCKS, AT ABERDEEN AND WHAMPOA, are fully worked up, and the attention of Shipowners, and Agents is respectfully solicited to the advantages which these Establishments offer for the Docking and Loading of Vessels.

The following description of the Premises is submitted for the information of the Public:

ABERDEEN DOCKS,
DOCK NO. 1.

Built of GRANITE.

Length 350 feet.

Breadth 80.

Depth of water at Spring Tides 14'.

Do Neap Tides 10'.

This Dock is now under course of construction.

WHAMPOA DOCKS,
DOCK A.

Built of GRANITE.

Length 550 feet.

Breadth 80.

Depth of water at Spring Tides 17'.

Do Neap Tides 13'.

This Dock can be used either as one or two Docks.

DOCK B.

Built of GRANITE.

Length 350 feet.

Breadth 60.

Depth of water at Spring Tides 17'.

Do Neap Tides 13'.

This Dock is now under course of construction.

DOCK C.

Built of GRANITE.

Length 200 feet.

Depth of water at Spring Tides 14'.

Do Neap Tides 11'.

Fitted with Galleys and Steam Pumps.

DOCK D.

Built of GRANITE.

Length 164 feet.

Depth of water at Spring Tides 12'.

Do Neap Tides 9'.

DOCK E.

Built of GRANITE.

Length 120 feet.

Depth of water at Spring Tides 11'.

Do Neap Tides 8'.

D. & E. are Mud Docks available for small vessels.

WORKSHOPS.

The Workshops on the Premises, both at Aberdeen and Whampoa, possess every appliance necessary for the Repairs of Ships or Steam Machinery.

plied with Latest Casting, Sawing, Cutting, Punching, Machine, &c., capable of executing work on the largest scale, and driven by steam.

The Shipwrights and Blacksmiths at Siam are equal to any work with which the work is entirely carried on under the Superintendence of experienced Engineers.

Powder, Fitting Shrouds, &c., in Jetty, along the Roads, are made up in 24 feet rods, and take in or out, barrels, masts, &c.

BOILERMAKERS' DEPARTMENT.

The Company in addition to executing Repairs are prepared to tender for supplying now and for future, all contracts for constructing which they have great facilities.

FOUNDRY.

Iron and Brass Castings, either for Ships or general purposes, are executed with the utmost despatch.

STORES.

The Company's Stores will (when required) supply at moderate rates all the necessities for Ship, such as Paint, Copper, Zinc, &c.

STEAM TUG BOAT.

The Company's new Steam Tug Boat, (10 Horse-power) is always in readiness to Tow sailing vessels from Hongkong to the Dock free of charge, and will take them back again.

For further particulars apply at the Offices of the Company, 24, Queen Street, Hongkong.

N.B.—The Committee of Directors of the Company, desire to impress the public with the following reason to complete the work done in the Docks, &c., in so far as respects the Dock arrangements addressed to the Secretary on the subject, when their complaints will receive the immediate attention of the Directors of the Company. — 2235, Hongkong, 11th October, 1866.

POLICE OF AMY.

SAILORS, MARINES, AGENTS, and COMMADERS, are requested that the DOCK COMPANY'S establishments at the above Port afford every facility for repairing and refitting SHIPS AND SMALL VESSELS.

THE UNION-CREATED DOCK, goes on the roads—307 feet over all, is in complete working order, and at average spring tides can take vessels drawing 17 feet. It is fitted with Galleys, and will be open during the season.

The Large Dock pumped out by an Engine.

The Provisions to be notify the Merchants, Ship Owners, and charge of a Dock during the season.

W.H. BARNARD, and the administration of the dock.

A heavy fine attached.

Dry Goods for the reception of stores of vessels requiring to be stored there.

602 Amy, Hongkong.

DANES ISLAND BOOKS, WHAMPOA,
CONDUCTED BY
GOW & CO.

ON Docks, 24, Queen Street, in Ves-

sel drawing 14 feet, 17' 6" wide.

One Dock, 30 feet long, can take in Vessel

drawing 11 feet at Spring Tides.

There are Houses at both ends for the accomodation of Officers and Guests.

All kinds of Gun and Blacksmith's Workshops.

The Large Dock pumped out by an Engine.

The Provisions to be notify the Merchants, Ship Owners, and charge of a Dock during the season.

W.H. BARNARD, and the administration of the dock.

A heavy fine attached.

Dry Goods for the reception of stores of vessels requiring to be stored there.

602 Amy, Hongkong.

THE UNION DOCK COMPANY OF HONGKONG
AND WHAMPOA, LIMITED.

The Company respectfully beg to call the attention of Ship Owners, Merchants, and Masters, to the fact that they have a Dock, and every facility for the Docking and Repair of Vessels of all classes.

Their Docks in Whampoa, which comprises Four Docks, are now capable of taking Vessels drawing 15' feet at Spring Tides.

The Workshops comprising the different Departments, are now capable of supplying all the necessary appliances for the Repairs of Ships, Steamers, and Steam Machinery.

The STORES, comprising all the departments connected with the Dock, are now capable of supplying all the material required for the Docking and Repair of Vessels.

A STEAM TUG always in readiness to Vessels to the Docks, free of charge, and will tow them back to anchor or to seal. Reduced rates.

All Works carried on under the superintendence of experienced Europeans.

For further particulars apply to

Mr. T. B. BENNETT, Master of Works.

M.B.—The Comptrollers or Masters of my Vessel, send me reason to complain of the Work done in the Docks, and I am anxious to have the Dock arrangements altered to address the Secretary on the subject—when their complaints will receive the immediate attention of the Directors of the Company.

At 350 Hongkong, 21st March, 1866.

UNDER DISPATCH.
For San Francisco. — For Tianjin, To-day, the 22nd instant, at noon, instead of at the time previously intimated.

For Shanghai. — Post-Mile Southward, Tomorrow, the 23rd instant, at 5 P.M.

NOW READY.
FOUND VOLUMES of the TRADE REPORT for the year 1866. Price \$10.

Apply at the Daily Press Office,

24 Hongkong, 22d January, 1867.

The Chronicle and Directory.

The issue for 1867 is now published!

READY FOR DELIVERY
TODAY.

At this office.

8th February, 1867.

The Daily Press.

HONGKONG, MARCH 22, 1867.

The determination of our naval authorities to dispatch the *Golden Fleece* in an overcrowded state, is another instance of the poor faculty of that hasty expression of responsibility in the British service. The military authorities on this station were held responsible for the excessive mortality of the troops in Hongkong during the summer of 1866, and the enquiries instituted certainly tended to implicate them strongly. The only definite proof which could be urged in their vindication was a despatch of the P. M. O. regarding the arrangement of sending a second battalion of English troops without previously suitable accommodation. In that despatch Dr. Goldie plainly foretold what the consequences would be, if that excluded him, surely some one should be held responsible for disregarding the warning. The whole seems to have tickled out—no formal reprimand followed, and the responsible authority did not even remonstrate with the lawyers except to keep a step before Christ mass. The ship and cargo must be swallowed up long ago, we should suppose.

We beg to draw the attention of our German friends to the advertisement, announcing that in consequence of the inclement weather last night, Dr. Schwartzenbach, and his two nephews who had been staying with him till yesterday, left for China to meet his son, who had gone to the Orient to study medicine. They will be home in time to meet him.

As this will be the only opportunity of passing the *Golden Fleece*, we would advise all who understand the language to do so, and to make use of the services of the Chinese interpreter.

The *Golden Fleece* has only been away for three days, and it is now in the hands of the Chinese.

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Extracts.

Editorial Notices.

Strong interest has been manifested in the fall success of the national cause in Italy, we have, however, always looked upon the mere expulsion of the Austrians as the beginning, not the end, of the work of emancipation. Not only was Rome not to be built in a day, but the mere digging of the foundations for the new city walls would take considerable time. The Italians are now fairly launched. All that material or moral aid from abroad could do for them has been done. As far as the world only can see their operations should their cause succeed to the anticipations of their most sanguine well-wishers, it will not only be matter for gratified pride to those latter, but will be a credit to the cause for the whole world. On the other hand, should the experiment fail, and the war continue, it will be a heavy blow to the cause of progress. Should their cause succeed, even to the anticipations of their most sanguine well-wishers, it will not only be matter for gratified pride to those latter, but will be a credit to the cause for the whole world. On the other hand, should the experiment fail, and the war continue, it will be a heavy blow to the cause of progress.

We should only try to restore some of the old Italian cities to their former grandeur, and to the power of nation and restoration of the Italian people in particular, the people of Italy should be allowed to live their own lives and enjoy a third—*and that would be all*. Wise men would still heartily wish for the Italians a continuation of the enterprise of the French, who, in their opinion, that would be fitting for the common peace than from any hope that good might come of it for the Italians themselves. The example of Spain should be followed, and the world in its endeavours to give social and industrial life all possible impulse. Imperfect success, in this respect, is less to be deplored than failure, and the world should be allowed to judge of the rulers than to the other extension of a wise course. In Italy the Government, however faulty, must for many years to come, be allowed to rule. In 1859, 1860, and 1861 there was for Italy a period of uninterrupted decline. The only traces of advancement and prosperity were for some time to come to be seen in the works of the railways. The *Orientale* compares the meager products of the Italian Railways with those of the French lines, which ranges from 20,000 to 37,722,000 tons per annum. The *Orientale* is 1,000 miles longer than the *French*, and costs 100 million francs per kilometre in France, of 957,400 per kilometre in Austria, and of 26,163 for one kilometre in the United States. Unatisfactory as these general statistics were, however, it is observed that the produce is not, as may be imagined, the same for the various Italian lines. Some of them, such as the *Garibaldi*, *Verona*, *Padua*, &c., are not paid off at all, and do not even pay the current expenses of their daily traffic, while those of Northern Italy, the very best in the Peninsula, yield a profit of a little more than the worst French lines. For the Central line the profit is of 12,000 lire per ton, and for the *Calabria-Sicilia* of 8,500 lire—an array of numbers from which it will be easy to perceive the destination of movement and activity. The *Orientale* is the chief railway in Italy, and its total length is 1,000 miles, establishing the communication between such cities as Milan and Turin, Genoa and Bologna, to say nothing of the hundred minor ones with which it connects. It is 1,000 miles long, or 1,000 miles' distance—two, which have already come up to the standard of those traversing the great lines of Europe, and are likely to do so in the future.

The other railroads, however, are not yet fit for public use, and are not likely to be so for some time to come.

For further particulars apply to JAMES BURTON & CO., Agents for the *Orientale*, 1861.

TO LET.

UNFURNISHED ROOM TO LET. In various parts of Hongkong. A list of HOUSES WITH SITES, LOCALITY AND TERMS can be seen at No. 32, W. H. BARRINGTON.

THOS. W. BARRINGTON, 43 Wyndham Street, Hongkong, 14th March, 1861.

TO LET.

GRANITE GODOWNS IN PRAYA. Apply to TANG ALDOON, 24th February, 1861.

THOS. W. BARRINGTON, 43 Wyndham Street, Hongkong, 14th March, 1861.

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HOUSE TO LET. In various parts of Hongkong. A list of HOUSES WITH SITES, LOCALITY AND TERMS can be seen at No. 32, W. H. BARRINGTON.

THOS. W. BARRINGTON, 43 Wyndham Street, Hongkong, 14th March, 1861.

TO LET.

EXTENSIVE PREMISES. situated at the corner of Queen's Road and Jardine's Lane. Apply to THE CENTRAL BANK OF CHINA.

THOS. W. BARRINGTON, 43 Wyndham Street, Hongkong, 14th March, 1861.

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